

What is claimed is:

1. An in-wheel motor system for mounting a direct drive motor to a steering wheel, comprising a first knuckle which is connected to the non-rotary side of the direct drive motor and locked in a steering direction and a second knuckle which is connected to a steering rod and to the first knuckle in such a manner that it can turn on a king pin axis in the steering direction and fitted with a brake unit and the steering wheel.
2. The in-wheel motor system for a steering wheel according to claim 1, wherein the non-rotary side of the motor is connected to the first knuckle by elastic bodies and dampers, or elastic bodies having a spring or damper function.
3. The in-wheel motor system for a steering wheel according to claim 2, wherein the non-rotary side of the motor is supported by direct-moving guides and a buffer member in the vertical direction of a vehicle.
4. The in-wheel motor system for a steering wheel according to claim 3, wherein the non-rotary side of the motor is supported by direct-moving guides and a buffer member in the horizontal direction of a vehicle in addition to the vertical direction.

5. The in-wheel motor system for a steering wheel according to any one of claims 2 to 4, wherein the output shaft of the motor and a wheel support hub mounted to the second knuckle are interconnected by constant velocity joints.

6. The in-wheel motor system for a steering wheel according to any one of claims 2 to 4, wherein the rotary portion of the motor and the wheel are interconnected by a flexible coupling having at least two direct-moving guides connected to each other in such a manner that their moving directions cross each other in the axial direction of the motor and a constant velocity joint-like coupling which has the center of its movement on a king pin axis.